

Production and Output.

PRODUCTION AND SHIPMENTS EASE OFF FEW POINTS

**Some Spot Coke in Market
But Quantity Not
Great and**

BETTER DEMAND ANTICIPATED

By Merchant Operators in Near In-
stant Slight Improvement in Load-
ing is Reported Merchant Operators
are Willing Stocks & Shipable Factors

The Connellsville site, if it has
eased off a few points in production
and shipments. Shipments have dropped

in shipments suggests that the cleaning up process is still going on though to a very limited degree. The remaining

greedy operators are making more coke than they have orders for and are selling it for what they can get.

quotation and to cause anxiety to the
merchant contingent who are insist-
ing that the price of coke should not

movement there will be a natural
increase in demand to supply trans-

with which the majority of the merchant producers are holding the scale and their willingness to adjust

Production last week aggregated 37,560 tons of which the furnace interest made 40 2-3 tons and the

produced 219 201 tons and the Low
Connellsville region 180 404 tons.
Compared with the previous week the

tons and merchant production increased over 1000 tons aided by firing up of idle oven

about 9%. The ovens run prac-
tically full time. The merchant pro-
ducers are operating 11 117 out-

10 5' x 6' eus curving 584 013
consigned as follows

4(Last 11 41
) Compared with the previous we
 - this is a net decrease of 13% per

increased - 81 tons to the Pittsburgh District and 730 tons to east points in loading of coke.

conditions are more than willing
load their cars fully with com-
coke. Steel at neighbor

absorbed at the low spot in the
which it is offered for quick u
over. Labor is in ample supply

16) were put out in the Lower Congo
17) valley district. The active list was
18) prepared by the following: M.

Poland 10 Plumer 12 scattering
total 400 and decreased by
shutting down of Donald (1)

Following is the record of we
production and shipments in tons
1910 and 1911

31	Jan 11	404 17	404
	Jan 18	4 18 8	1 9
oke	Ja -	410 25	116
	Feb 1	6	4

Feb	2	411 64	441
Mar	1	4 - 64	4
Mar	8	410 28	410
Mar	15	410 15	410

Apr 1	70 676	0
Apr 11	108 407	41
Apr 21	41 718	41

May 11	40	10
May 17	04	9
May 21	40	40
June	11	10

July 2	40	40
July 3	8	30
July 4	400	8
July 5	0	

Aug 16	Aug 17	Aug 18	Aug 19
Aug 20	Aug 21	Aug 22	Aug 23
Aug 24	Aug 25	Aug 26	Aug 27
Aug 28	Aug 29	Aug 30	Aug 31

Sept. 27	8 4 11	0
Oct. 4	8 2 15	8
Oct. 11	86 8 10	78
Oct. 18	170 1 0	16

Time

With Their Owners, Address and Ovens in Blast Corrected to
Saturday, Oct. 18, 1913.

The Weekly Courier \$1.00 a year.

Branch Office, Carnegie Building, Pittsburg, Pa. (BELL TELEPHONE)
694 COURT

FIRST-CLASS INSPECTION.

STEEL MEN NOT SCARED BY THE NEW CONDITIONS

Imposed Upon Trade by the
Democratic Tariff
Revision.

HAVE NO HARMANS AMONG THEM

Three Basic Facts Upon Which an
Iron Trade Organ Bases Its Optimistic
View That the Future Looks
Quite as Good as It Did a Year Ago.

While there is abundant reason to think that the tariff conditions imposed upon the steel and iron business of the country by the Democratic politicians at Washington, it is evident that the fear, which gripped the soul of President Wilson last March, and caused him to make his remarkable declaration about "hanging" higher than Harman any individual or interest that would endeavor to breed panic because of Democratic tariff revision, was wholly without foundation. Manufacturers are determined to make the most of the situation. The following optimistic editorial from The Daily Iron Trade may be accepted as reflecting the views of leaders of the industry.

Three basic facts and one bit of speculation based upon facts would show that the iron and steel business for 1913 will surely make a record. In the first place, the production of the trade, from the figures at hand up to October 1, it would seem that production records will be broken. With the underlying factors making so strongly for normal production conditions, there seems scant reason for entertaining doubt of trade conditions over the remainder of this year.

The first of these factors which are naturally true is the big iron output. The September production of coke and anthracite, pig iron, was 2,449,958 tons, which is at the rate of 30,000,000 tons a year, although it was a 20-day month. The country has never produced 10,000,000 tons a year, nor has it ever approached it. In the last year when the total was 32,326,618 tons, the high point of this year's production was reached in January with 2,787,800 tons. Comparison shows that the reduction in the rate of output between January and September has been so gradual that it has been scarcely noted by the trade generally.

The second factor concerns the production of Connellsville coke. The total Connellsville output for the third quarter of this year was 4,775,078 tons, or at the rate of 1,591,693 tons annually. This would indicate a reduction from last year's output of 25,000,000 tons, which is not for the fact that in the first half of the present year the coke output was extraordinary. In the second quarter it was 4,255,680 tons, and in the first quarter 5,418,125 tons, or a total for the three quarters of the year of 15,931,300 tons. Last year only twelve times did the weekly production reach the 100,000-ton mark; so far this year this high mark has been reached 27 times. So that even with production going at its present rate, such a large increase in output was made in the first half of the year that the total output for 1913 will undoubtedly pass the total for last year.

The third factor indicating normal business conditions was the report of the American Railway Association. It showed that the net surplus of the year was only 10,317, a reduction of 29,755 cars in two weeks. On the date reported that year nearest to October 1, or on September 26, there was an actual slack of 17,790 cars, which on October 1 reached 31,570 cars, and at the climax on November 21 was 51,112 cars. Undoubtedly 100,000 new cars have been placed in service by the railroads in the last 12 months. It is clear, then, that while the shortage of cars is not yet so acute as it will surely appear when the western grain movement is reported upon, yet in view of the large number of new cars, these shortages are most insignificant.

The fourth, or theoretical factor, has to do with the lake ore movement. In September the fleet moved 7,558,321 tons, and in the total movement 20,265,194 tons for the year up to October 2, an increase of about 3,000,000 tons over the same period last year. In October 1912, the fleet moved 7,011,219 tons, and in November 1,072,674 tons, or a total of 11,083,893 tons. As much ore is moved in October and November this year as last, and at this time there seems no reason why it should not be done. The water route should be about 10,348,377 tons. To this must be added the shipments by rail which ought to bring the total Lake Superior movement for the year up to 51,000,000 tons.

With these interesting facts in mind, the iron trade organ thinks the future looks quite as good as it did a year ago. We will hopefully join in this view. Neither the steel, iron or coke industries, nor the Republican party, desire Republican success at the price of a panic or the expense of national prosperity.

WILL SAVE MONEY.

Free Ore Meas. \$120,000 a Year to Two Companies.

Officials of the Maryland Steel Company, which concern uses large quantities of Cuban ore, took to one million tons, having entered the port of Baltimore for the use of the Maryland concern, and the Pennsylvania Steel Company, with which it is affiliated, are figuring what the new tariff will mean to them.

While fearful that some classes of European steel products may now come into more active competition with the American goods, it is never-theless believed that the new tariff will be a benefit to the steel industry in the two affiliated concerns.

CAN ORDERS FOR 1913 WILL NOT EXCEED 100,000

To October 1 Only 58,000 Had Been
Ordered; Most of Them in
First Five Months.

Unless a decided increase comes in new buying soon, car builders believe that not more than 100,000 cars will have been placed during 1913, says the Cleveland Iron Trade Review. The total many not reach that high. In the nine months up to October 1, it is estimated that about 83,000 cars were placed. In September, the contracts called for only about 2,000 cars. In 1912 about 225,000 cars were purchased.

The orders closed during the present year to date, with the number of cars purchased during each month, are as follows:

Month	Total Placed
January	22,000
February	22,000
March	8,000
April	10,000
May	10,000
June	2,000
July	1,000
August	2,000
September	2,000
Total to October 1	83,000

It will be noted from this table that all but a small fraction of the cars was purchased during the first five months of the present year. Orders during that period reached 80,000, leaving but about 3,000 cars to be placed during the months of June, July, August and September.

No indication appears at present when the extreme dullness in railroad independent purchases will be broken. The steel money market generally is accepted as the cause for the present inactivity in this line, and it is a matter of conjecture as to when this condition will be removed. Should the railroads in eastern territory be successful in obtaining a 5 per cent advance in freight rates, the doubtless will go a long way toward stimulating more liberal buying.

The general position of the railroads indicates that they will need large quantities of additional equipment when they can see their way clear to purchase them. In fact, a good many thousands of cars are being looked for for different systems, but none of this is reaching a definite stage of negotiations and nothing shows how soon it will.

BOULEAU PLADS FOR GREATER CO-OPERATION BY OPERATORS

(Continued from Page One.)

world, excluding Great Britain, and Germany. Inasmuch as coal is the basis of all industrial activity, why not have the manufacturing interests and the coal interests each, whether it is opening in brick, iron or steel, or any other interest using fuel, all give their influence and financial aid towards establishing a bureau with headquarters at Pittsburgh, the second largest industry in the country, agriculture being first and transportation third. With the making of a great industrial center like Pittsburgh, the coal industry has gone on with less attention from the press and individual upliftment than any other industrial business that is now of but vast changes must inevitably come, and with them all other industrial and commercial and transportation activities, take place unless order is brought out of the present chaos.

BIG COAL SHIPMENTS

The Fairmont District is Shipping 700

FAIRMONT, Oct. 22.—The Fairmont district is shipping 700 cars of coal a day are shipped out of the Fairmont region to western points at present and railroad officials pay the district the honor of claiming that it is the heaviest shipment of its history.

Much of the coal is going via Benwood to the Great Lakes, to Canada and to western points, and the railroad officials claim that the Wheeling division, the Short Line division and the yards at Benwood are called upon for capacity business to handle the trains with dispatch.

The 100 average, it is said, is exclusive of the coke shipments, which are gradually increasing in the region. The Consolidation Company, of course is furnishing the greatest amount of the shipments, but the independent operators are also showing substantial increases.

Scorching Floor Oils.

Oil distilled from the needles of spruce and fir trees and being used to scorch petroleum floor oils which are sometimes objectionable on account of their odor.

West Virginia and Maryland Coal Mines

Do you want to know about these mines? Location of every mine in these states can be secured from

G. B. HARTLEY'S
MAP DIRECTORY OF MINES.
Every coal operator in West Virginia and Maryland should have one of these maps for reference. Map and directory sent postpaid to any address for \$5.

Address:

G. B. HARTLEY,
MORGANTOWN, W. VA.

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W. G. DOOLITTLE,
PATENT ATTORNEY,
Park Bldg., Pittsburgh, Pa.

The Lower Connellsville District

With Their Owners, Address and Ovens in Blast Corrected to
Saturday, Oct. 18, 1913.

Ovens	In Blast	Name of Works	Name of Operators	P. O. Address
40	385	Adah	Adah Coke Company	Uniontown
42	385	Adah	Adah Coke Company	Uniontown
44	385	Adah	Adah Coke Company	Uniontown
46	385	Adah	Adah Coke Company	Uniontown
48	385	Adah	Adah Coke Company	Uniontown
50	385	Adah	Adah Coke Company	Uniontown
52	385	Adah	Adah Coke Company	Uniontown
54	385	Adah	Adah Coke Company	Uniontown
56	385	Adah	Adah Coke Company	Uniontown
58	385	Adah	Adah Coke Company	Uniontown
60	385	Adah	Adah Coke Company	Uniontown
62	385	Adah	Adah Coke Company	Uniontown
64	385	Adah	Adah Coke Company	Uniontown
66	385	Adah	Adah Coke Company	Uniontown
68	385	Adah	Adah Coke Company	Uniontown
70	385	Adah	Adah Coke Company	Uniontown
72	385	Adah	Adah Coke Company	Uniontown
74	385	Adah	Adah Coke Company	Uniontown
76	385	Adah	Adah Coke Company	Uniontown
78	385	Adah	Adah Coke Company	Uniontown
80	385	Adah	Adah Coke Company	Uniontown
82	385	Adah	Adah Coke Company	Uniontown
84	385	Adah	Adah Coke Company	Uniontown
86	385	Adah	Adah Coke Company	Uniontown
88	385	Adah	Adah Coke Company	Uniontown
90	385	Adah	Adah Coke Company	Uniontown
92	385	Adah	Adah Coke Company	Uniontown
94	385	Adah	Adah Coke Company	Uniontown
96	385	Adah	Adah Coke Company	Uniontown
98	385	Adah	Adah Coke Company	Uniontown
100	385	Adah	Adah Coke Company	Uniontown

The Eureka Fire Brick Works,

MANUFACTURERS OF

High Grade Fire Brick

for Bee-Hive, Rectangular and Bi-Product
Coke Ovens, Boiler Linings, Ground, Fire
Clay. Special Shapes on short notice.
Office and Works,

MT. BRADDOCK, PA. Bell Phone 49, Dunbar, Pa.
Both B. & O. and P. R. R. Connections.

KIER FIRE BRICK CO.

Manufacturers of Silica and Fire Clay Brick.

OFFICE, Pittsburgh, Pa.
Works—Chiles, Pa., P. & L. E. R. R. Yough Div.
Salinas, Pa., P. R. R. Conemaugh Div.
ESTABLISHED 1845.

H. M. Crawford. L. C. Mechling. E. L. Zearley

Fayette Engineering Co.

Civil, Mining and Consulting Engineers.

Mine and land surveys of all kinds. Plans, estimates and supervision of construction of complete coal and coke plants, railroads, water works, city paving and sewerage, etc. Examination and reports on coal lands and mining properties.

Specialties: Coal and Coke Plants.

ELECTRIC BLUE PRINT DEPARTMENT.

601-2 First National Bank Bldg. Bell and Tri-State Phones-248
UNIONTOWN, PA.

Wm. Clyde Wilkins, C. E. Wilder M. Judd, C. E.

THE W. G. WILKINS CO.,

Rooms 102 to 115 Westinghouse Building, Pittsburgh, Pa.

SPECIALTIES—COAL & COKE PLANTS

The following is a partial list of Coke Plants for which the W. G. Wilkins Co. have been the Engineers:

Ovens	U. S. Coal & Coke Co.	Ovens
Hecla Coke Company	800	Casado Coal & Coke Co.
Oliver & Snyder Steel Co.	1,108	Tyler and Sykesville Works
Plant 1, 2 and 3	1,108	H. C. Frick Coke Co.
Plant 2 and 3	420	Yorkran, Sheaf and Bitner
Colonial Coke Company	100	Brothers Coal & Coke Co.
Buck	100	Fairbank Works

Connellsville Machine & Car Co.

MANUFACTURERS OF

The Lafayette Steam Pump

Engines, Mine Fans, Larries, Pit Cars, Cages, Coal Screens, Coke Crushers, Coke Barrows, Sheave Wheels, Drums, Universal Dump Cars and Complete

Outfits for Coal and Coke Works.

We carry in stock Machinery Supplies, Injectors, Pipe Fittings, Jenkins' Star and Standard Valves, Packings, Leather Beltings, Steel, Iron and Nails, Railroad Spikes, Splice Bar Bolts and Nut Locks, Machine and Carriage Bolts, Steel Coke Scraper Heads, Scraper Handles, Coke Oven Valves and

COKE HOSE.

Works at Mount Creek Junction of Baltimore & Ohio and Pennsylvania R. R.'s
Office and Store, 309 and 311 Water St.,
CONNELLSVILLE, PA.

J. P. BREXLEY, President.
J. V. THOMSON, Vice President.

ANDREW A. T. JIMSON, Treasurer.
W. G. ROCK, Sec'y and Asst. Treasurer.

Thompson Connellsville Coke Co.

800 OVENS. MONTHLY CAPACITY 50,000 TONS.

STANDARD CONNELLSVILLE FURNACE COKE.

WORKS:	CONNECTIONS:	PITTSBURGH OFFICE:
Thompson No. 1 400 Ovens. Thompson No. 2 400 Ovens. Near Republic Station, Fayette County, Pa.	Pennsylvania R. R. Fittsburg & Lake Erie R. R. Baltimore & Ohio R. R.	2102 First National Bank Building, Pittsburg, Pa.

OUR COKE IS OF HIGHEST QUALITY. ANALYSES FURNISHED ON APPLICATION.

As all of our drawing is done by the Mechanical Extractor, none of the Foundry Coke is eliminated. Purchasers are consequently assured of a uniform quality of Furnace Coke.

COCHRAN BROS.

MANUFACTURERS AND SHIPPERS OF

Coal and Coke.

Main Office: DAWSON, PA.

OFFICERS:

W. H. COCHRAN, President. H. T. COCHRAN, Gen. Manager.
A. J. COCHRAN, Secretary and Treasurer.

RAILROAD WEIGHTS TO GOVERN SETTLEMENTS.

HERBERT DU PUY, President. JOHN C. NEFF, Gen. Mgr.

Connellsville Central Coke Co.

General and Sales Office, 1211 Empire Building, Pittsburgh, Pa.
Works—Low Phos. No. 1, Herbert No. 2, near Uniontown, Pa.

Standard Connellsville Coke

MONTHLY CAPACITY 32,000 TONS. P. R. R., P. & L. E. R. R. and B. & O. R. R. CONNECTIONS

Coke low in Sulphur and Phosphorus and of strong physical structure.
Our Coke at HERBERT WORKS is made in LONGITUDINAL OVENS and is entirely mechanically handled thus eliminating by screening all dust and dirt.

ANALYSES FURNISHED ON REQUEST.

Graceton Coke Co.

FOUNDRY COKE

GRACETON, PA.

Our Foundry Coke is unexcelled by any. Its low sulphur and ash and high fixed carbon make it superior to many. It has the ability to give high melting ratios in your foundry.

Abe Martin

Looking Backward.



News of the Past Condensed from the Files of The Courier.

WEEK OF OCTOBER 19, 1882.

Demand for coke remains steady despite the intermittent strikes, 1,800 tons at the Cornettville region, running free. Conditions improving in the northern section.

The coal under the Trimmer farm at Mount Pleasant purchased by A. A. Hutchins.

Margaret Curran, aged 17; Alice Kings; 14; Mary Farrell, 20; and Dan Farrell, 7; killed by a E. & O. train near Alto on the 10th.

New Methodist Protestant Church

ber 1.
Connellsville street laborers and
C. E. Boyte, who has been in the
day over occupancy of South Water
street. Question finally submitted to
C. E. Boyte as arbiter.
Boyle, Porter & Co. receives large
order for 1000 hand-cranked machines
from Montana company.
Among the former Baltimore &
Ohio employees who have accepted
positions with the Pittsburgh, Mc
Keesport & Youghiogheny railroads
are J. B. Yohe, F. H. Hamby, Frank
Coughenour, Cass Arndt, Jacob Duld
Thomas J. Brickle and Joseph Wads
worth. J. B. Yohe takes position of
superintendent of the new line. J. B.
of Broad Ford has been appointed dis
patcher and agent for the Yough
iogheny Northern railroad between
Broad and Connellsville.
H. C. Frick Coke Company is in

5 MILLION BOND

stores. The telephone line has been extended to Dravo and Trotter. Foreman W. S. Stuck of the Baltimore, Ohio, suffered a painful injury to his arm in a fall from a wheel near the "D" office.

WEEK OF OCTOBER 20, 1893.
Detailed report of the coke trade for the week ending Saturday, October 14, shows 5,375 ovens in blast and 12,115 idle, with an estimated production of 1,000,000 bushels. Shipments for the week aggregated 2,275 cars consigned as follows: To Pittsburg and river uppleas, 1,368; to points west of Pittsburg, 737; to other points, 170. Demand for coke is pronounced falling off from the shipments of the previous week. Majority of the business section of Fairbanks is burned by incandescents.

son to think that any

county district attorney, comes back out of the West a rich man, after 1 year's absence. His silver mine prospects net him nearly \$10,000.

Cottage State Hospital undergoes extensive improvements to interior and exterior.

Water here broken by torrential rain which does much damage, but results in much good. Rise in rivers, however, is slight and coal barges which have been tied up for months at various points are still unable to begin their voyages.

DEVELOPMENT OF OCTOBER 16, 1893.

Detailed report on the coke trade for the week ending Saturday, October 10 shows 23,590 ovens of which 7,546 are active and 4,650 idle, with an estimated production of 158,413 tons.

vote against it. And

Shipments for the week were 9,925 cars consigned as follows: To Pittsburg and other points east, 4,325; to points west of Pittsburg, 1,250; to points east of Connellsville, 1,350. The price of furnace coal is down to \$2.75 per ton at ovens.

Trains arrive for the two new rural free delivery routes out of Connellsville.

W. B. Moore is made General Manager of the Pittsburg, McKeesport and Connellsville railway, and W. C. Brown, superintendent of transportation.

Cum gratia Free Liberator. The board of directors of maintenance and repair of the Pennsylvania Railroad has decided to take action which has obtained legal counsel. Town Council offers to appropriate \$500 for

length that Braddock

The Baltimore & Ohio railroad officials who inspect the Connellsville shops thoroughly this week. While they are here they might take a look at the town which once mortgaged itself for more than it was worth to build the Pittsburg & Connellsville railroad.

It is being discovered that Free Will does not make Free Clothing.

Mysterious disappearances are sometimes only unexplained absences.

Figure 2

The News says there wasn't any emergency plan, but tries to give us the impression that the tri-state telephone company has been one of the victims of the disaster. The tri-state telephone company has been one of the victims of the disaster. The tri-state telephone company has been one of the victims of the disaster.

ents and by the public
other information on

The woods are full of game, the hunters are full of enthusiasm and the farmers, without bullet-proof suits, are full of apprehension.

Squaw Winter:

TIME ATTORNEY'S MADE BY RELATIVES TO GET RICH ESTATE

**Alleged Descendants of Mrs.
B. B. Smith's First Hus-
band Sue.**

OTHER CASES MAY FAILURE

**Westmoreland County Women: At-
tempts to show that they are legal
heirs to Connellsville Women's
Estate Wealth Rejected in State.**

UNIONTOWN, Oct. 21.—For the third time in court, almost half a century ago, the heirs of the late Mrs. Bertha Smith, who died in 1896, are fighting to get their share of the estate. The case is now before Judge Van Swearingen in the county court. The heirs are the daughters of Mrs. Smith, who were born in 1896, and the sons of her husband, who were born in 1896. The case is now before Judge Van Swearingen in the county court. The heirs are the daughters of Mrs. Smith, who were born in 1896, and the sons of her husband, who were born in 1896.

The present case in court is being heard before Judge James C. Work, who is sitting in the county court. The case is now before Judge Van Swearingen in the county court. The heirs are the daughters of Mrs. Smith, who were born in 1896, and the sons of her husband, who were born in 1896.

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COMPLICATED DAMAGE SUIT ON TRIAL AT SOMERSET

**Damages of \$100,000 are Asked of
Western Maryland Coal Company.**

Special to The Courier.

SOMERSET, Oct. 22.—Judge John W. Reed of Jefferson county, in civil court here today is presiding at the trial of four complicated damage suits against the Connellsville and State Line Railroad Company. The damages sought by the plaintiff aggregating \$100,000. In one of the cases Edward H. Warner of Somerset is the plaintiff, suing for \$50,000, and in another the plaintiffs are John G. Smart, George P. Klammer and Samuel U. Shober of Somerset, who sue for \$50,000 damages. These four plaintiffs own the Viaduct Coal Company, which mines in Black township, near Rockwood, the company's holdings comprising over 500 acres of mineral. Warner owns the fire clay mine on the property, alleged to be damaged by the railroad. This company asks \$20,000 damages.

The construction of the railroad, it is alleged, required practically useless the Viaduct company's large double-deck steel bridge across the Camselman river, over which the output of the coal and fire clay mines were hauled. In addition to putting out of commission an inclined haulage system by which the coal and clay were transported to the bridge.

The Viaduct company's mines are among the most ideally located in the state. It is said, and present a novel appearance from a geological point of view. The holdings include a precipitous mountain immediately south of the Camselman river. Up this natural incline the various coal measures of the state are exposed, and in some instances by valuable deposits of fire clay and other minerals.

The operation of the new railroad has been placed in the sole charge of the Monongahela railroad. The contract for the railroad was made by the Monongahela and Northern with the Buckhannon & Northern for \$500,000 acres of coal.

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MONONGAHELA WILL BEGIN OPERATION OF NEW ROAD

**Limited Service Over the Buckhannon
& Northern to be Given.**

Special to The Courier.

It is stated that the operation of the Monongahela railroad from 'Brownsville' to the West Virginia state line, and the Buckhannon & Northern railroad, will be started in the next few days. The service during the winter will be limited and it will be impossible to offer traffic seriously until the terminals at Fairmont have been completed.

Colonel J. M. Schoonmaker, who was the managing director of the railroad, stated that the service will be no more satisfactory to the general public than it will be to the railroad itself.

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MRS. BRENDAL GETS DIVORCE; HER HUSBAND MARRIES AGAIN

**Story from Baltimore Causes Surprise
Among Friends of the Pair,
Who Resided Here.**

Special to The Courier.

News from Baltimore is to the effect that Mrs. Edna Brendal has obtained a divorce from Francis L. Brendal, superintendent of the middle division of the Western Maryland railroad, with headquarters in Baltimore. Mrs. Brendal is the daughter of Mr. and Mrs. Lloyd Johnston of the South Side, and Brendal was formerly located here as a trainmaster for the Baltimore & Ohio.

The story is told briefly in the Cumberland News, as follows: "Mrs. Edna Brendal has been granted an absolute divorce from her husband Francis L. Brendal, a well known Western Maryland railroad man, by the Baltimore court. The grounds were adultery and the testimony was taken in private in Baltimore. Mrs. Brendal denied the charges but did not resist the granting of the decree. The guardianship and custody of the two children is awarded to Mrs. Brendal. The defendant is to pay Mrs. Brendal \$125 per month for the support of the children and by the way of alimony to Mrs. Brendal. The plaintiff resides on Broadway in Hagerstown and has moved there from Baltimore in September."

Monday the News said: "A marriage license was issued in Baltimore to Francis L. Brendal, 43, divorced, Hagerstown, Md.; Frances M. Von Henke, 21, Highlandtown. Applicant, A. O. Arthur, 521 Hamilton Boulevard, Hagerstown. A few days ago Mrs. Brendal who is superintendent of the middle division of the Western Maryland railroad, was divorced by his wife. His second marriage followed."

Friends of the family stated that Mrs. Brendal and her children were returning to Connellsville and would arrive here from Baltimore in September.

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WIFE MAKES DENIAL

**Says She Was Not Familiar With Man
Her Husband Killed.**

Special to The Courier.

SOMERSET, Oct. 21.—The Josiah Long murder case was further complicated today when Mrs. Long filed a petition to the court for a divorce, in which she denies having been intimate with the man who was shot by Long. Long several weeks ago filed a petition for a divorce on the ground that his wife had improper relations with the man he killed.

It was generally understood that Long yielded greatly on the evidence of his wife in defending himself in criminal court in December, but the answer to the divorce proceedings in the county's request, when she declared that she had been unduly familiar with Phillips and that he had frequently treated her to wine and beer.

There is a discrepancy between her divorce answer and her testimony in criminal court. It is expected that the divorce case will be heard in the county court in the near future.

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SOMERSET PAIR WED

**Miss Mary C. Selbert is the Bride of
William A. Markle.**

Special to The Courier.

SOMERSET, Oct. 22.—Miss Mary C. Selbert, daughter of Mr. and Mrs. John H. Selbert, and William A. Markle, both of Somerset, were married at Meyerdale last evening by Rev. J. J. Brady, pastor of St. Philip and James Catholic Church. The bride is a popular young lady and an accomplished pianist. She is a graduate of the Somerset High School and secretary of the Somerset High School and secretary of the Somerset High School.

Mr. Markle is associated with Harry G. Spritzgo, in the management of several years ago from Johnstown. After a western honeymoon, the young couple will make their home in Somerset.

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DIES AT MILL RUN

**Complications Cause Death of Mrs.
Elizabeth Eberharter.**

Special to The Courier.

Mrs. Elizabeth Eberharter, wife of Francis Eberharter, a prominent farmer of Mill Run, died Monday morning at her home following an illness of a complication of diseases resulting from a serious attack of typhoid fever. Services will be conducted from the family residence on Thursday morning at 10 o'clock by Rev. Father William Marx of Connellsville. Interment at 11 o'clock in Mill Run cemetery.

Mrs. Eberharter, before her marriage was Miss Elizabeth Denk and was born in Zitterthal, Tyrol, in 1850. In 1882 she married Francis Eberharter and shortly afterwards came to America, settling in the Connellsville region. Mr. Eberharter worked for the H. C. Frick Coke Company for a number of years before he followed the occupation of a farmer. Mrs. Eberharter was a member of the Immaculate Conception Church of Connellsville.

Mrs. Eberharter was a member of the Immaculate Conception Church of Connellsville. She was a devoted wife and mother and was well known in the community.

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From the Largest Mansion To the Smallest Cottage

There is always some cold corner where extra heat is needed.

The Perfection Oil Heater gives you heat where you want it, and when you want it.

The Perfection Heater

PERFECTION OIL HEATER

Solid Comfort in Cold Weather

The Atlantic Refining Company

Philadelphia Pittsburgh

is always ready—just touch a match, and it is aglow in a minute.

No smoke—no smell; burns nine hours on a single gallon of oil.

Nickel trimmings; plain steel or enameled turquoise blue drum.

At Dealers Everywhere.

GOOD ROADS IN PENNSYLVANIA

Which ever way you journey, whether North, South, East or West, as soon as you get out of Pennsylvania you find that the roads begin to improve. Talk about your rocky road to Dublin, it would look like macadam alongside of the rocky roads of Pennsylvania.

The opportunity is now at hand, however, when the citizens of Pennsylvania may improve the road conditions of the state by voting, at the coming election, for the amendment to the constitution authorizing a bond issue of fifty million dollars, to be spent on the main highways of the Commonwealth.

Why Should the State Build Roads?

FIRST.—Because the revenues of the state could not be devoted to any purpose that would better serve the interest of all its citizens.

SECOND.—Why issue bonds? In order that this generation may have the roads, and the cost thereof be paid as the revenues are collected.

THIRD.—Could we get good roads in any other way? No! In some way or other all of the revenues received by the state will be used from year to year. Every Legislature is asked to appropriate sums largely in excess of the revenues. If we issue bonds, then that specific item of debt and interest thereon will be appropriated from year to year until they are paid.

FOURTH.—Is this the business way of advancing any enterprise? Yes. None of the great railroad lines of this country could have been constructed in any other way.

FIFTH.—Who pays the cost of roads built by the State? It is paid almost entirely out of a five mill tax laid on the capital stock of corporations, and a four mill tax on money at interest. Take the borough of Uniontown for instance: Out of 6107 persons assessed only 188 of them, about three per cent, have money at interest and pay a share of the tax. The percentage in the county would probably not exceed two per cent.

SIXTH.—Why should the \$7 or \$8 men out of every 100 pay no state tax to oppose the building of roads by the State? After the care of the public money? Robbery in Pennsylvania has not been profitable recently. Ask the capital grinders, all of whom are now either dead or in the penitentiary. Humanity is so imperfect and probably will be for some years to come. If we wait for the millennium to dawn before we build the roads, several generations of us will toll through the loss of some of our religion, before the highways are thrown up whereon we may walk in peace.

You know you are a long time dead, so whatever your politics, vote for the bond issue and get good roads while you are here to enjoy them. They won't cost you a cent.

The Automobile Club of Fayette County.

SOMERSET WEDDINGS

Matings of Cupid Among the Frosty Sons of Thunder.

SOMERSET, Oct. 21.—Miss Magdalene Lyons, daughter of Mr. and Mrs. John Stephen Lyons, and Dr. Irvin Coleman McCue, son of Mr. and Mrs. Edward Henry McCue, both of Somerset, were married at the parsonage of the Stokessville Lutheran Church, by Rev. J. S. English. Doctor McCue is a well known Oswego dentist. He came to this county from South Fork, West Virginia, where he was married to Miss Margaret J. Blouch, daughter of Mr. and Mrs. Joseph J. Blough and Francis E. Stayroot, son of Mr. and Mrs. Nicholas Stayroot, both of Connellsville, were married at the Good Lutheran Church parsonage, by Rev. J. Edward Lowe.

Miss Orpha C. Maust, daughter of Mr. and Mrs. Samuel L. Maust, and Stewart Rodamer, son of Mr. and Mrs. Cyrus Rodamer, both of Elk Lick township, were married at Springs, by Rev. Noah E. Miller.

Gauger is Transferred.

W. H. Rankin, a United States gauger, has been transferred from Brownsville to Bellefonte. Mr. Rankin was formerly located in this city.

LUTHERANS VOTE TO ESTABLISH HOME FOR AGED AND ORPHANS

Synod Votes to Maintain One in the Pittsburgh District.

CONTRIBUTIONS GAIN \$10,000

More Than \$41,000 Expended in the District for Benevolent Purposes, Chief Reports are Encouraging and New Records are Being Established.

The establishment of an orphanage and old folks home in the vicinity of the Pittsburgh district in the near future was discussed at length last week at the twenty-first annual convention of the Pittsburgh Synod of the General Synod of the Evangelical Lutheran Church in America in the Trinity Lutheran Church in the city of Pittsburgh. The convention was held for over two hours, after which a resolution was passed by the synod favoring the establishment of the home.

The treasurer's report by C. F. Miller of Pittsburgh was then read. He reported the total of \$41,938 for various benevolent objects had been collected, an increase of \$5,172 over the year of 1931. The amount contributed for regular local expenses was \$15,007, an increase of \$10,651 over the preceding year. The amount for unusual local expenses was \$55,597.

The statistical secretary, Rev. Charles Lambert of Shippenburg, reported 122 churches in the synod and a communicant membership of 38,738, an increase of 977 over that of the preceding year. There were 123 day schools with an enrollment of 13,932. The schools contributed for support of local objects \$18,927, for benevolent objects \$75,440, and contributed by the 119 young people societies in the synod \$16,512.

The synod reported 14 brotherhood organizations with a membership of 1,455. The grand total contributed was \$142,872, an increase of \$1,855 over that of 1931. The report was the best ever submitted.

The report of the committee on ministerial education read by Robert W. Wood showed that 17 candidates were being supported in various institutions of learning.

Rev. J. W. Schwartz of Worthington gave a report of the district theological seminary at Gettysburg, stating that the endowment fund of the institution had reached \$26,931, that 41 students had been enrolled during the year and that 29 were graduated in June. Two bachelors were received by the institution \$1,600 from Mrs. Peter R. R. and \$1,200 from Mrs. C. N. R. with a promise of \$2,000 more when the estate is settled.

On amending the constitution, the election of a vice president was provided. It has happened occasionally, that there was no presiding officer when the president was ill.

Rev. C. C. Leatherman of Vandergrift Heights reported 10 retired pastors and 24 widows being aided. The department of the fund for the aging year was fixed at \$1,600.

Rev. E. W. Walter, superintendent of the Tabernacle Home in Lincoln, Neb., addressed the synod and reported that there were 1374 inmates in the home. The home is an old people's orphanage home and hospital combined.

Y. M. C. A. CONTEST ENDS; MORE THAN \$5,000 SUBSCRIBED

Three-Day Campaign Results in Year's Budget Being Secured.

COLE TEAM MAKES FINE RECORD

Cole Team Nearly \$1,000 and is Now in the Lead, \$500 on the Ten Team Collect \$500 on More, Many Free Memberships Will Now be Available

The Young Men's Christian Association contest ended last night with the Cole team leading by a margin of more than \$5,000. The contest was held for three days, with the Cole team making a fine record.

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WEDDING AT SOMERSET

SOMERSET, Oct. 28.—A pretty wedding ceremony was held at the home of Mr. and Mrs. J. W. R. at Somerset, Pa., on Wednesday, Oct. 28.

The bride was Miss Mary C. Braucher, daughter of Mr. and Mrs. J. W. R. of Somerset. The groom was Mr. J. W. R. of Somerset. The ceremony was performed by Rev. J. W. R. of Somerset.

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BUCKPIN LEAGUE ORGANIZES FOR SEASON WITH SIX TEAMS

Pin Splices Will Begin the Season on Monday at the Temple

The Connelville Buckpin League was organized for the season on Monday at the Temple. The league will consist of six teams.

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RAILROADER, CAUGHT BETWEEN CARS, DIES OF HIS INJURIES

John C. Hostetter of Town is Fatally Hurt in the South Cumberland Yard

John C. Hostetter, 29 years old a Baltimore, Md. brickman, was caught between a car and the engine of a train at Cumberland last Wednesday and died of his injuries.

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JOINT RESOLUTION

Proposing an amendment to section 1 of the Constitution of Pennsylvania

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